

## Patent Claims

1. Method for the air-conditioning of a freight compartment or a cabin of an aircraft, characterised in that at sites (A, B) remote from passengers air that is  
5 at a temperature different from that at sites (C, D) closer to passengers is introduced into the freight compartment (12, 14) or into the cabin.
2. Method according to claim 1, characterised in that the sites (C, D) closer to passengers are located nearer the floor (18) of the freight compartment or cabin  
10 than the sites (A, B) remote from passengers.
3. Method according to claim 2, characterised in that the sites (C, D) closer to passengers are located on the floor (18) of the freight compartment or cabin and the sites (A, B) remote from passengers are located in the upper region  
15 (20) of the freight compartment or cabin.
4. Method according to one of the preceding claims, characterised in that the introduced air is fresh air, in particular temperature-controlled fresh air, and contains propulsion fuel air.  
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5. Method according to claim 4, characterised in that the introduced air also contains recirculated air.
6. Line system for the air-conditioning of a freight compartment or a cabin of an aircraft, characterised by at least a first line branching (22, 24) that leads to  
25 regions (20) of the freight compartment or cabin remote from passengers, and at least a second line branching (26, 28) that leads to regions (18) of the freight compartment or cabin closer to passengers, wherein means (34, 36) are provided in order to feed air at different temperatures simultaneously through  
30 the first and second line branchings.

7. Line system according to claim 6, characterised in that the first line branching (22, 24) leads into the upper region (20) and the second line branching (26, 28) leads into the floor region (18) of the freight compartment (12, 14) or cabin.
- 5 8. Line system according to one of claims 6 or 7, characterised in that the first line branching (22, 24) is connected on the one hand to at least one feed line (30) for temperature-controlled fresh air and/or recirculated air, and on the other hand to at least one feed line (32) for hot propulsion fuel air.
- 10 9. Line system according to one of claims 6 to 8, characterised in that the second line branching (26, 28) is connected on the one hand to at least one feed line (30) for temperature-controlled fresh air and/or recirculated air, and on the other hand to at least one feed line (32) for hot propulsion fuel air.
- 15 10. Line system according to one of claims 6 to 9, characterised by control means (34, 36) for controlling the ratio of the propulsion fuel air to fresh air and recirculated air in the first and second line branchings.